Where we're going

The GARVEE program will wrap up in 2014. By then the program will have invested more than \$365 million in improving safety, economic vitality and traffic flow on I-84 in the Treasure Valley.

- The average commute time is expected to decrease between Nampa and Boise by 10 to 20 minutes during rush hour.
- I-84 has the capacity to handle growing commerce and travel demands from Boise to Nampa for decades to come.

In 2005 the Idaho Legislature approved a bonding program that would accomplish 30 years of critical transportation projects in under 10 years.

The program was called GARVEE.



GARVEE

stands for Grant Anticipation
Revenue Vehicle, a type
of bond that can be repaid
with future federal-aid
highway dollars. It was
designed to help states
expedite highway
improvements. The
approach did not risk the
state's credit rating or
increase government staffing.

The first GARVEE-funded project (expansion of the I-84, Eagle westbound off-ramp) broke ground less than one year later.



Where we are today

In four years ITD has doubled the capacity of I-84 within two high-volume corridors.

- I-84 has been expanded from two to four lanes on two key corridors: Garrity to Meridian in the west Treasure Valley, and Cole to Broadway in the east Treasure Valley. I-84 was also expanded from two to three lanes between the Garrity Interchange and the Franklin Boulevard in Nampa.
- Three interchanges have been reconstructed: Vista and Orchard in Boise, and Garrity in Nampa. All three include sidewalks, adequate turning lanes and more room on the ramps for merging on and off I-84.
- The new Ten Mile Interchange opened in west Meridian, relieving congestion at the nearby Meridian and Garrity interchanges.
- Four I-84 overpasses have been replaced: the Robinson Road Overpass, Black Cat Road Overpass, 11th Avenue Overpass, and the east half of the Franklin Boulevard Overpass.
- The I-84, Eagle westbound off-ramp has been extended and widened.
- A three-mile-long soundwall reduces highway noise for residents between the Cole/Overland and Broadway interchanges.

Where we were

I-84 was constructed in the 1960s, when average daily traffic was 16,000 vehicles. By 2005 congestion had reached unacceptable levels.

- Average daily traffic in Boise had reached 75,000 vehicles per day in Boise and 70,000 per day between Garrity and Meridian.
- More than 10 percent of Canyon County residents commuted to Ada County on just two lanes of I-84.
 Existing bridges and interchanges were too narrow to accommodate an I-84 expansion.
- The population of Meridian tripled between 1990 and 2000, making it the fastest-growing city in Idaho. Just one interchange served the eight-mile stretch between the Eagle Interchange and Garrity Interchange.
- The original 1960s pavement was crumbling under high traffic volumes. Treasure Valley drivers rated every aspect of the highway negatively in a pre-construction survey.
- Population in the Treasure Valley passed 500,000 in 2000 and was expected to surpass 1 million by 2030.



I-84 West/East and S.H. 16, 2006 – 2014

The Idaho Transportation Department constructed 17 miles of highway improvements in the Treasure Valley through the GARVEE Transportation Program. GARVEE stands for Grant Anticipation Revenue Vehicle, a type of bond that allows states to expedite critical transportation improvements.



COMPLETE

S.H. 16 Environmental Study

Documented environmental impacts to future north-to-south highway to connect I-84 and S.H. 16.

GARRITY BLVD

UNDER DEVELOPMENT

S.H. 16, U.S. 20/26 to S.H. 44

Designed a new four-lane, north-to-south highway linking U.S. 20/26 and S.H. 44. This project is the first step in connecting S.H. 16 to I-84. Construction is expected to begin in 2012.

COMPLETE

Ten Mile Road Interchange

Constructed a new interchange at Ten Mile Road in Meridian.

COMPLETE

Orchard Street Interchange

Reconstructed the interchange to add capacity and accommodate future lanes on I-84.

Downtown Boise

FRANKLIN BLVD 11TH AVENUE **OVERPASS**

ROBINSON BLVD OVERPASS

Meridian TEN MILE ROAD

BLACK CAT ROAD S. MERIDIAN ROAD **OVERPASS**

S. EAGLE ROAD

S. ORCHARD STREET

COMPLETE

capacity and accommodate future lanes on I-84 Design was funded with GARVEE bonds. Construction was funded with federal stimulus dollars.

GOWEN ROAD

Reconstructed the interchange to add

Vista Avenue Interchange

BROADWAY AVENUE

VISTA AVENUE

COMPLETE

Franklin Blvd. IC Bridge, Nampa

Nampa

Reconstructed the Franklin Blvd. Interchange bridge in Nampa to accommodate additional lanes on I-84.

COMPLETE

Franklin to Garrity

Reconstructed pavement and added a third lane in each direction between Franklin and Garrity interchanges in Nampa.

COMPLETE

Garrity to Meridian

Reconstructed pavement and added a third and fourth lane in each direction between the Garrity and Meridian interchanges.

COMPLETE

Robinson and Black Cat Bridges

Reconstructed the Robinson and Black Cat bridges over I-84 to accommodate additional lanes on I-84.

COMPLETE

Eagle Westbound Off-ramp

S. COLE ROAD

Widened the westbound off-ramp at Eagle Road and extended it 1.600 feet onto I-84.

COMPLETE

Cole to Broadway Soundwalls

Constructed barriers on the north side of I-84 between the Cole and Broadway interchanges.

COMPLETE

11th Ave. Bridge

Reconstructed the 11th Avenue bridge to accommodate additional lanes on I-84.

COMPLETE

Garrity Bridge

Reconstructed the Garrity Interchange Bridge and a portion of I-84 to accommodate additional lanes on I-84.

COMPLETE

Karcher to Five Mile Environmental Assessment

Documented the long-term build-out of I-84 from Nampa to west Boise, including future interchanges and lanes.

COMPLETE

Cole to Broadway

Reconstructed pavement and added a third and fourth lane in each direction west of Orchard Interchange to the Broadway Interchange,

COMPLETE

Broadway to Eisenman

Rehabilitated 5.6 miles of I-84 between the Broadway and Eisenman interchanges.

Mountain Home

EISENMAN ROAD





For more information about GARVEE projects on I-84, call 334-8005, e-mail comments@itd.idaho.gov or visit www.itd.idaho.gov. Click on Projects and Southwest Idaho. Version 11: 02-01-12



Project is under way or anticipated to begin soon.